2:Ling & Ruey--71 E-5 (1933) 1947 AE5 Miao AE5
Central China AF14

C /44 cont./
491 to Ch'en-chou, Mo-yang, and Chih-chiang; the military roads
M lead to Kan-ch'eng, Yung-sui, and T'ung-jen; the civilian
[487] roads lead to P'u-shih and Kan-ch'eng; and the Miao roads are on both sides of the military routes, threading out in all directions so numerous that they defy enumeration. The official and the military roads are all paved with stone slabs (Illus. 20), requiring considerable construction work. The civilian roads were not constructed in a uniform way, those passing prosperous
M areas being much better than others. The Miao paths generally
[487] follow the contours of the mountains and require very little human labor. As to the means of transportation, travelers /Illus-
C trations 18-26 occur on pp. 45-52/ /53/ generally ride horses
M or ride in sedan chairs (Illus. 21), while cargo is carried by
[492] carriers on their backs.
[493]
[482] Bridges. — The bridge in the Miao area involve considerable construction work. On important communication roads, they generally built three or five-arch bridges (Illus. 11),
C on which were built houses for hotels and restaurants for the
[485] convenience of travelers. Places where a river is wide and shallow are spanned by long bridges (Illus. 22, 23). Places where a river is wide and deep are crossed by rope bridges (Illus. 24). In small streams which are narrow and have sandbanks they sat up stone steps, customarily called "ho shui ch'iao /"bridge enclosing the water"/ (Illus. 25), or they build small bridges (Illus. 26) over them.